

FACTSHEET

TITLE: **CHANGE OF ZONE NO. 07048**, from H-3 Highway Commercial District to I-1 Industrial District, requested by Safe-Harbour Eat-XVII, LLC, on property located at 200 N.W. 28th Street.

SPONSOR: Planning Department

BOARD/COMMITTEE: Planning Commission
Public Hearing: Consent Agenda: 8/29/07
Administrative Action: 08/29/07

STAFF RECOMMENDATION: Approval, subject to conditional zoning and development agreement.

RECOMMENDATION: Approval, subject to conditional zoning and development agreement (8-0: Strand, Taylor, Sunderman, Carroll, Esseks, Larson, Cornelius and Carlson voting 'yes'; Krieser absent).

FINDINGS OF FACT:

1. This is a request to change the zoning from H-3 Highway Commercial to I-1 Industrial on approximately 9.25 acres, more or less, located at 200 N.W. 28th Street. The owner is seeking this change of zone request because the owner has had inquiries from retailers of construction/industrial equipment and recreational equipment who have the need for substantial size buildings, good visibility and access, but limited need for parking. The parking requirements in the H-3 district are excessive for this type of use, and even though there is provision for reduced parking for certain uses, setting aside land for the parking is uneconomical for such users. Other users who have expressed interest in the site are non-retail businesses who need good access.
2. The staff recommendation of conditional approval is based upon the "Analysis" as set forth on p.3-4, concluding that the proposed change of zone is acceptable provided the owner enters into a conditional zoning agreement to provide additional screening to protect the Capitol View Corridor and to restrict the type of uses allowed. Although the land use plan identifies this area as commercial, the land use plan is not intended to be used to determine exact boundaries of each designation.
3. On August 29, 2007, this application appeared on the Consent Agenda of the Planning Commission and was opened for public hearing. No one came forward to speak.
4. On August 29, 2007, the Planning Commission agreed with the staff recommendation and voted 8-0 to recommend approval, subject to a conditional zoning and development agreement (Krieser absent).

FACTSHEET PREPARED BY: Jean L. Walker

DATE: August 31, 2007

REVIEWED BY: _____

DATE: August 31, 2007

REFERENCE NUMBER: FS\CC\2007\CZ.07048

LINCOLN/LANCASTER COUNTY PLANNING STAFF REPORT

for AUGUST 29, 2007 PLANNING COMMISSION MEETING

PROJECT #: Change of Zone No.07048

PROPOSAL: From H-3, Highway Commercial to I-1, Industrial

LOCATION: West "O" St. and NW 27th St.

LAND AREA: 9.25 acres, more or less

EXISTING ZONING: H-3, Highway Commercial

CONCLUSION: With a conditional zoning agreement, the Planning Department finds this application acceptable. With additional screening, the I-1 zoning should not have a negative impact on the Capitol View Corridor. Although the land use plan identifies this area as commercial, the land use plan is not intended to be used to determine exact boundaries of each designation.

<u>RECOMMENDATION:</u>	Conditional Approval
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GENERAL INFORMATION:

LEGAL DESCRIPTION: Lot 5, Block 1 and Lots 2-9, Block 2; I-80 Business Park Addition; located in the SE 1/4 of Section 20-10-6, Lancaster County, Nebraska

EXISTING LAND USE: Undeveloped

SURROUNDING LAND USE AND ZONING:

North: AG, Agricultural
South: H-3, Highway Commercial
East: H-3, Highway Commercial
West: H-3, Highway Commercial

HISTORY:

October 2, 2002 I-80 Business Park Addition final plat was approved by the Planning Commission.

November 19, 2001 I-80 Business Park 1st Addition preliminary plat was approved by the City Council.

COMPREHENSIVE PLAN SPECIFICATIONS:

Preserve and enhance entryway corridors into Lincoln and Capitol View Corridors.(pg. 11)

Most cities, including Lincoln, protect their cultural/architectural heritage through formal historic preservation efforts. Lincoln has taken further steps to protect and promote a positive physical character through special design requirements that protect the environs and views of the State Capitol Building -- our community's signature urban design asset -- and that encourage compatible infill in its older neighborhoods. The Capitol Environs Commission is unique in that its membership includes city and state appointees, and its authority extends to all public and private projects within its district, including State projects. Its authority to identify and protect important public vistas to the Capitol should be strengthened.
(pg. 12)

The land use plan in the 2030 Comprehensive identifies this area as commercial. (p.19)

The land use plan for Lincoln and Lancaster County contains several general categories of land use types that are listed below. The maps displaying the land use plan are but one aspect of the Comprehensive Plan. The entire Comprehensive Plan should be referenced and considered when viewing the land use plan maps and for judging the appropriateness of the land uses they may display. (16)

The land use plan displays the generalized location of each land use. It is not intended to be used to determine the exact boundaries of each designation. The area of transition from one land use is often gradual. (pg. 23)

Commercial and industrial districts in Lancaster County shall be located so that they enhance entryways or public way corridors, when developing adjacent to these corridors.
(pg. 35)

The 400-foot State Capitol is the key historic, architectural, and geographic landmark of the city and surrounding countryside. Views to the Capitol are highly valued by the people of Lancaster County and the State of Nebraska and should be protected and enjoyed for generations. (pg. 141)

UTILITIES: All utilities are available.

TRAFFIC ANALYSIS: West "O" St. is classified as a principal arterial. NW 27th St. is classified as a Urban Collector and is an unpaved street. Access is limited to private roadways that access NW 27th St.

ANALYSIS:

1. This is a request to change the zoning from H-3, Highway Commercial to I-1, Industrial. The applicant has stated in the purpose statement the reason for the change of zone is to reduce the parking requirements. The prospective users have a limited need for parking.
2. This site is within the Airport Environs Noise District and is located within an Inner Approach Zone. Height permits shall be required for any structures. Most of the area is located between the LDN 70 and 75 contours, with the remaining portion located between the LDN 65 and 70 contours. Uses such as hotels, recreation facilities, educational and religious facilities and residential uses are prohibited between the 70 and 75 LDN. See attached exhibit for a complete list of uses.
3. This site is within the Capitol City View Corridor. With restrictions on the type of uses allowed and screening along West "O" St and I-80, this change of zone should not have a negative impact on the Capitol View Corridor.
4. The Planning Department supports this change of zone with special permitted uses under 27.47.030 (a, b, c, d, e, f, g, h, j, k, q) prohibited. Additional landscaping along I-80 is

required. The property owner shall be required to sign a zoning agreement prior to scheduling at City Council.

5. The applicant chose to enter into a conditional zoning agreement rather than a Planned Unit Development over the existing H-3.

General Conditions:

1. Prior to approval of this application by the City Council, the owner shall sign a conditional zoning agreement. The conditional zoning agreement shall prohibit special permitted uses under 27.47.030 (a, b, c, d, e, f, g, h, j, k, q). The owner shall be required to plant 23 additional dogwood shrubs along I-80 in addition to the plants shown on the approved landscape plan.

Prepared by:

Tom Cajka
Planner

DATE: August 16, 2007

APPLICANT: Mark Hunzeker
600 Wells Fargo Center
1248 "O" St.
Lincoln, NE 68508
(402) 475-1075

OWNER: Safe-Harbour Eat-XVII, LLC
6000 S. 56th St.
Lincoln, NE 68516

CHANGE OF ZONE NO. 07048

CONSENT AGENDA

PUBLIC HEARING & ADMINISTRATIVE ACTION

BEFORE PLANNING COMMISSION:

August 29, 2007

Members present: Carlson, Carroll, Cornelius, Esseks, Larson, Strand, Sunderman and Taylor; Krieser absent.

The Consent Agenda consisted of the following items: **CHANGE OF ZONE NO. 07048** and **MISCELLANEOUS NO. 07007**.

Ex Parte Communications: None.

Item No. 1.2, Miscellaneous No. 07007, was removed from the Consent Agenda and scheduled for separate public hearing.

Taylor moved to approve the remaining Consent Agenda, seconded by Cornelius and carried 8-0: Carlson, Carroll, Cornelius, Esseks, Larson, Strand, Sunderman and Taylor voting 'yes'; Krieser absent.

Attachment for City of Lincoln Zoning Application

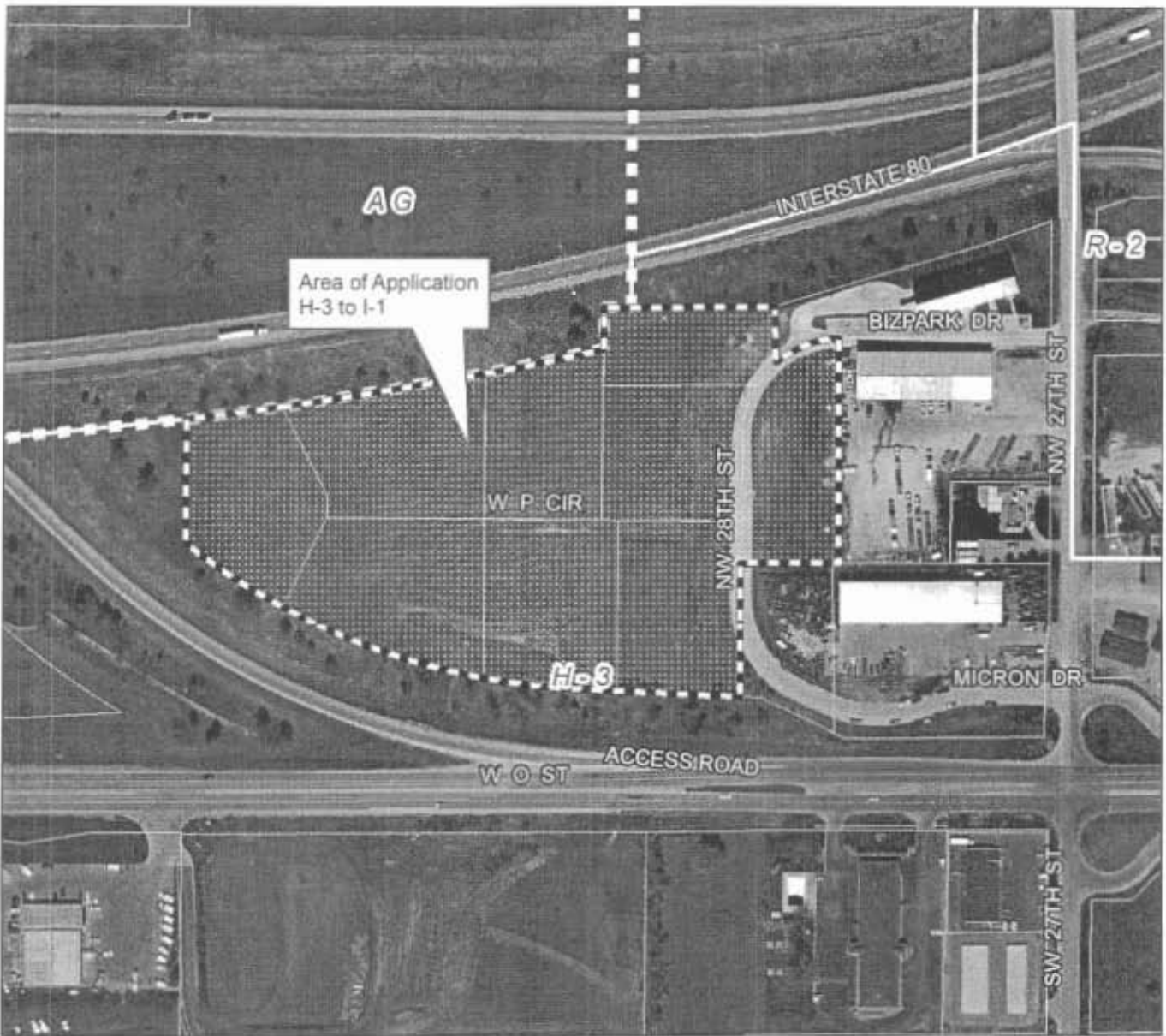
Legal Description:

Lot 5, Block 1, I-80 Business Park Addition, Lancaster County, Nebraska

Lots 2, 3, 4, 5, 6, 7, 8, and 9, Block 2, I-80 Business Park Addition, Lancaster County, Nebraska

Purpose Statement:

The owner has had inquiries from retailers of construction/industrial equipment and recreational equipment who have the need for substantial sized buildings, good visibility, and access, but limited need for parking. The parking requirements in the H-3 district are excessive for this type of use, and even though there is provision for reduced parking for certain uses, setting aside land for the parking is uneconomical for such users. Other users who have expressed interest in the site are non-retail businesses who need good access.



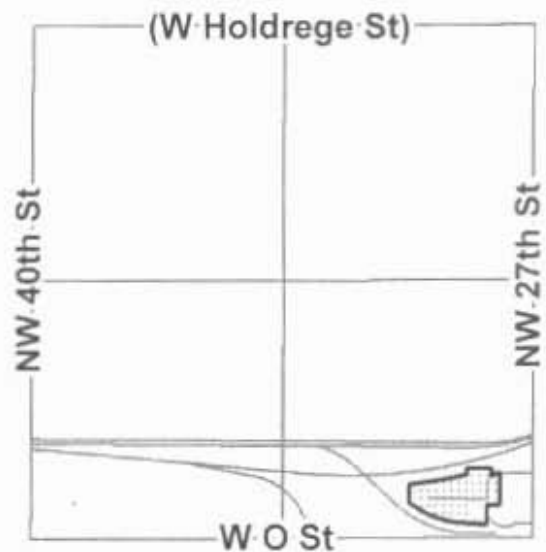
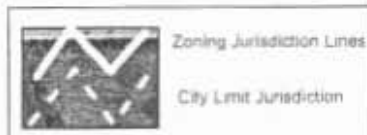
**Change of Zone #07048
200 NW 28th Street**

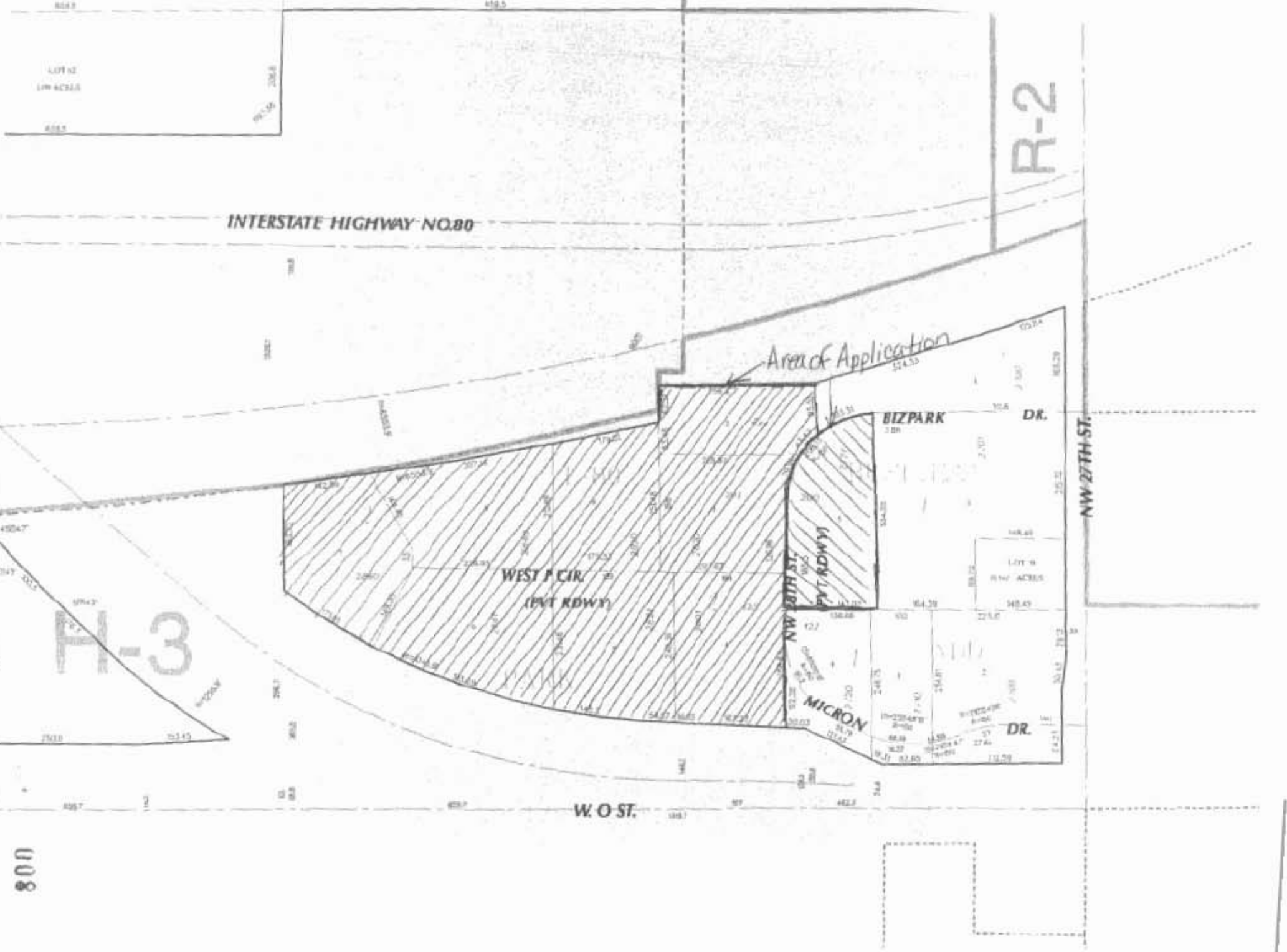
2005 aerial

Zoning:

- R-1 to R-4 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District

One Square Mile
Sec. 20 T10N R06E





800

20-10-06

Chapter 27.47

I-1 INDUSTRIAL DISTRICT

Sections:

- 27.47.010 Scope of Regulations.
- 27.47.020 Use Regulations.
- 27.47.030 Permitted Special Uses.
- 27.47.035 Permitted Conditional Uses.
- 27.47.040 Accessory Uses.
- 27.47.050 Parking Regulations.
- 27.47.055 Pedestrian Circulation Regulations.
- 27.47.060 Sign Regulations.
- 27.47.065 Grading and Land Disturbance Regulations.
- 27.47.070 Height and Area Regulations.

This district is for a developing stable or redeveloping area representing light and heavy industrial uses and having a relatively high intensity of use and land coverage. (Ord. 12701 §6; October 2, 1979; prior Ord. 12571 §235; May 8, 1979).

27.47.010 Scope of Regulations.

The regulations set forth in this chapter, or set forth elsewhere in this title when referred to in this chapter, are the I-1 Industrial District regulations. (Ord. 12571 §236; May 8, 1979).

27.47.020 Use Regulations.

(a) General regulations. No building shall be erected, converted, reconstructed, or structurally altered for use as a library, school (except a private school authorized pursuant to Section 27.63.075), hospital, indoor theater, or residence, except for resident watchmen and caretakers or supervisory personnel employed and residing on the premises or as permitted in accordance with Chapter 27.63 of this title. Those special permitted uses in Section 27.47.030 below shall be limited by the restrictions placed thereon.

(b) Permitted uses. Subject to the foregoing, a building or premises may be used for any commercial or industrial purpose not in conflict with any other ordinances or regulations of the City of Lincoln. (Ord. 18438 §1; September 20, 2004; prior Ord. 16909 §1; December 18, 1995; Ord.

15368 §14; December 18, 1989; Ord. 15165 §1; May 1, 1989; Ord. 14728 §1; August 10, 1987; Ord. 13745 §5; January 3, 1984; Ord. 12571 §237; May 8, 1979).

27.47.030 Permitted Special Uses.

A building or premises may be used for the following purposes in the I-1 Industrial District if a special permit for such use has been obtained in conformance with the requirements of Chapter 27.63:

- (a) The refining, distillation or manufacture of:
 - (1) Acids or alcohols;
 - (2) Ammonia, bleach, or chlorine;
 - (3) Asphalt, tar, or products made therewith, including roofing or waterproofing;
 - (4) Cement, lime, gypsum, or plaster of paris;
 - (5) Disinfectants;
 - (6) Dyestuffs;
 - (7) Fertilizer;
 - (8) Glue, sizing, or gelatin;
 - (9) Oilcloth, linoleum, or oiled rubber goods;
 - (10) Paint, shellac, turpentine, or oils;
 - (11) Rubber, gutta-percha, balata, creosote, or products treated therewith;
 - (12) Shoe polish;
- (b) The operation of:
 - (1) Bag cleaning works;
 - (2) Blast furnaces, coke ovens, smelting or ore reduction works;
 - (3) Boiler works;
 - (4) Forge;
 - (5) Rock crusher, stone mill, or quarry;
 - (6) Rolling mill;
 - (7) Yeast plant;
- (c) Production, manufacture, distribution, and storage of toxic, radioactive, flammable, or explosive materials, including chemicals and gases, fireworks, and explosives, except that any of the above referenced uses, except fireworks, may be stored or used in connection with a permitted commercial, business, or industrial purpose as allowed by Section 27.47.020(b) as incidental to the referenced permitted use without the requirement of obtaining a special permit;
- (d) Tanning, curing, or storage of raw hides or skins; stockyards or slaughter of animals or fowl; rendering fat; distillation of bones, coal or wood;
- (e) Dumping or reduction of garbage, offal, or dead animals;

(f) Scrap processing operation, salvage yard, or enclosed disassembly operation in conformance with Section 27.63.500;

(g) Refining or bulk storage of petroleum or natural gas, or their products;

(h) The manufacture of acetylene, the transfer of the gas from one container to another, or the storage of the gas in containers having a capacity greater than the equivalent of 1,000 cubic feet at standard temperature and pressure;

(i) Stores and shops for retail sales and service exceeding 20,000 square feet in floor area;

(j) Any permitted use which exceeds the maximum height permitted in the district;

(k) Broadcast towers;

(l) Outdoor theaters;

(m) Extraction of sand, gravel, and soil;

(n) Expansion of nonconforming uses;

(o) Historic preservation;

(p) Technical training centers;

(q) Wind energy conversion systems;

(r) Temporary shelter for the homeless;

(s) Health care facilities;

(t) Early childhood care facilities;

(u) Limited landfills;

(v) Race tracks for motorized vehicles;

(w) Sale of alcoholic beverages for consumption on the premises;

(x) Sale of alcoholic beverages for consumption off the premises;

(y) Private schools in conformance with Section 27.63.075;

(z) Sexually oriented live entertainment establishments. (Ord. 18903 §4; March 26, 2007: prior Ord. 17731 §9; September 25, 2000: prior Ord. 16909 §2; December 18, 1995: Ord. 16884 §1; October 23, 1995: Ord. 16854 §39; August 14, 1995: Ord. 16593 §9; April 11, 1994: Ord. 15368 §15; December 18, 1989: Ord. 15165 §2; May 1, 1989: Ord. 14953 §2; August 22, 1988: Ord. 14905 §2; June 13, 1988: Ord. 14780 §18; November 2, 1987: Ord. 14728 §2; August 10, 1987: Ord. 14185 §14; September 3, 1985: Ord. 14035 §2; January 21, 1985: Ord. 13853 §5; May 21, 1984: Ord. 13588 §18; May 9, 1983: Ord. 12978 §23; August 25, 1980: Ord. 12657 §10; August 6, 1979: Ord. 12571 §238; May 8, 1979).

27.47.035 Permitted Conditional Uses.

A building or premises may be used for the following purposes in the I-1 Industrial District in conformance with the conditions prescribed herein:

(a) Recycling center, authorized by Chapter 5.41 of the Lincoln Municipal Code:

(1) The building area of such center shall not exceed 8,000 square feet;

(2) Adequate traffic stacking shall be provided on site as determined by the city;

(3) All required parking shall be provided on site;

(4) The facility shall not be designed to receive nor shall it accept shipments by semi-trailer trucks;

(5) Construction and operation of such center shall comply with all applicable health and fire codes.

(b) Vehicle body repair shop:

(1) All salvage material including vehicles being salvaged shall be kept inside a building;

(2) All vehicles stored outside a building shall be repaired to an operating state within thirty days;

(3) All vehicles stored outside a building waiting repair shall be screened in accordance with the screening requirements for salvage and scrap processing operations;

(4) Construction and operation of such shop shall comply with all applicable health and fire codes;

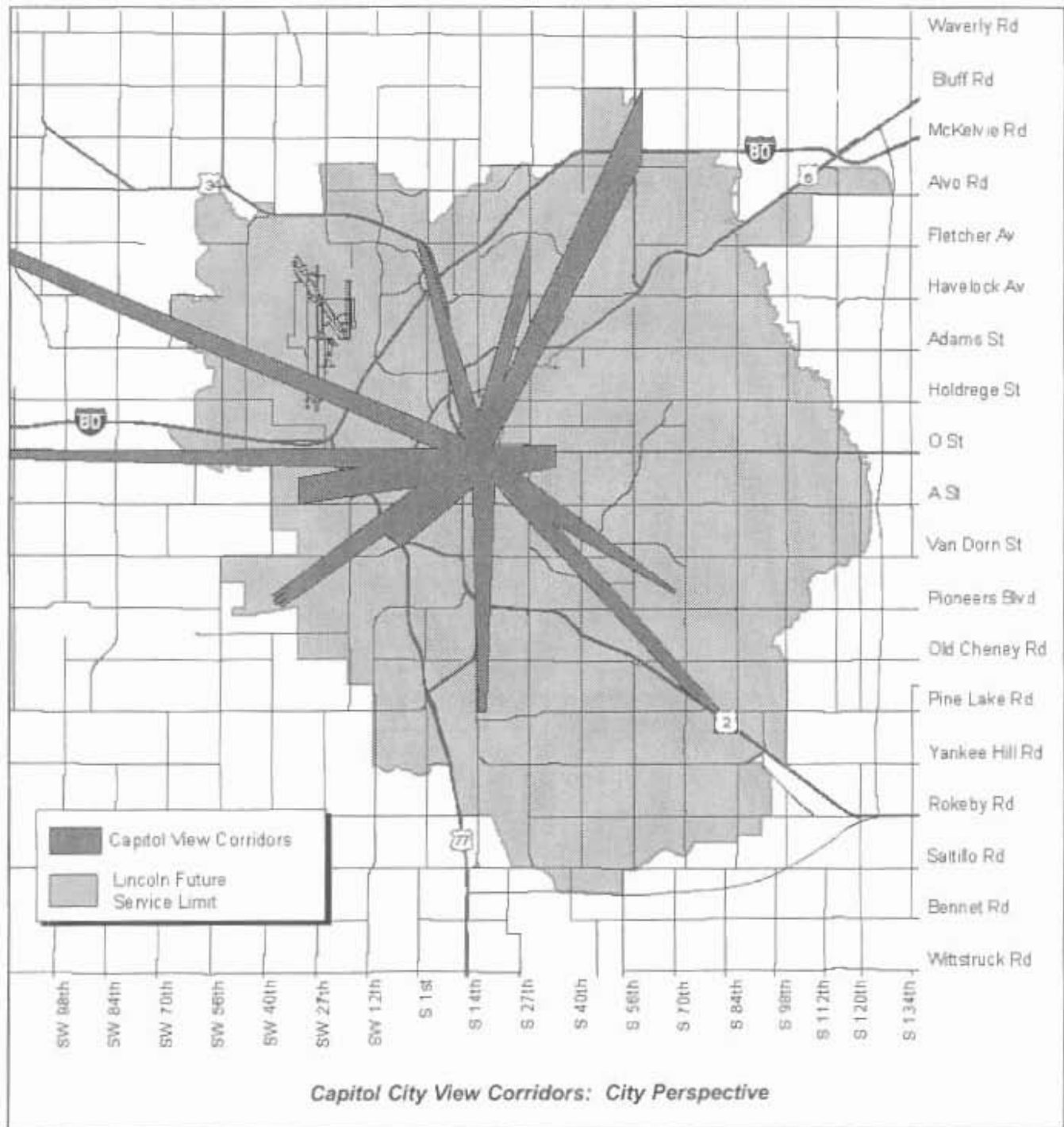
(5) Vehicle body repair shops lawfully existing on the effective date of this ordinance shall have until January 1, 1987 to be brought into compliance with conditions (1), (2), (3), and (4) above.

(c) Church:

(1) The church shall develop an emergency response plan to the satisfaction of the Health Department, both written and drawn, including a house-in-place scenario and an off-site evacuation. The Health Department may provide technical assistance in this matter.

(2) The church shall, within 48 hours of becoming aware that quantities of hazardous materials requiring a permit under Section 19.03.100 of the Lincoln Municipal Code are being stored, transported, dispensed, used, or handled on property within 300 feet of the building area being used for the church,

Most cities, including Lincoln, protect their cultural/architectural heritage through formal historic preservation efforts. Lincoln has taken further steps to protect and promote a positive physical character through special design requirements that protect the environs and views of the State Capitol Building -- our community's signature urban design asset -- and that encourage compatible infill in its older neighborhoods. The Capitol Environs Commission is unique in that its membership includes city and state appointees, and its authority extends to all public and private projects within its district, including State projects. Its authority to identify and protect important public vistas to the Capitol should be strengthened.



M e m o r a n d u m

To: Tom Cajka, Planning Department
From: Dennis Bartels, Engineering Services
Subject: Change of Zone #07048
Date: August 7, 2007
cc: Randy Hoskins
Roger Figard

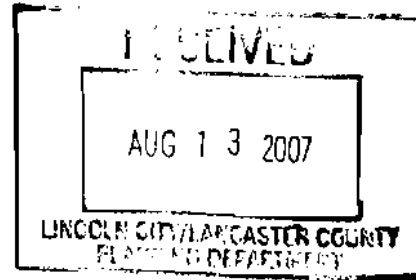
Engineering Services has reviewed the proposed change of zone from H3 to I1 for property located west of Northwest 27th between West O Street and I-80 and has the following comments:

1. Some potential uses in I1 that would be allowed on this site could generate the need for accommodating large trucks. This site has several circumstances that could be a problem. No access within this plat is allowed to West O and Public Works would not support changing this requirement. Approval of this preliminary plat contained a site note that left turn access to and from Micron Drive at Northwest 27th may be eliminated in the future because of Micron Drive's proximity to West O. The width of Bizpark Drive was reduced below standard with approval of the subdivision. Future full access to the I1 property may in the future be from this 25' wide substandard commercial street. Northwest 27th is unpaved adjacent to this plat. The assessment district for paving Northwest 27th adjacent to this plat referenced in the approved preliminary plat was never created or ordered constructed.
2. The potential problems noted in the first comment of this memo are potential problems with the H3 zoning that exists as well as for the proposed I1 zoning. Therefore Public Works does not object to this proposed change of zone.

August 9, 2007

Mr. Tom Cajka, Project Planner
City-County Planning
555 So. 10th
Lincoln, NE 68508

Subject: I-80 Business Park
Change of Zone #CZ07048



Mr. Cajka:

We have reviewed the subject zone change and have a number of comments related to its potential impacts on the Lincoln Airport.

This area is within the Airport Environs Noise District and subject to the provisions contained in Chapter 27.58 of the Lincoln Municipal Code. This will require an appropriate Avigation and Noise Easement, if there is not already one for this property.

Most of the proposed area is located between the LDN 70 and 75 contours, with the remaining area located between the LDN 65 and 70 contours. This will place some limits on the types of activities that can be permitted within those areas. Refer to Figure 27.58.080 of the above code for a listing of permitted activities.

The entire area is within an Inner Approach Zone, as defined in Chapter 27.59. Please note that the inner approach area is defined as a trapezoidal plane on a 50:1 slope from the nearest runway end. Height permits shall be required for any structures in these areas to ensure that the 50:1 plane is not penetrated.

Also, the FAA has recently defined a new trapezoid, on a 62.5:1 slope, to protect departure airspace in the event of a commercial aircraft departure with one engine inoperative (OEI). While Chapter 27.59 has not been modified yet to reflect this critical surface, this is a surface we are very interested in protecting.

Given the approximate ground elevation of the area and its proximity to Runway 36, it appears that any construction in this area will need to file a Form 7460 with the FAA per CFR Title 14 Part 77.13. This notification of proposed construction form will trigger an airspace review of the proposal to ensure any proposed structure will not create an obstruction to our airspace.

Mr. Tom Cajka
August 9, 2007
Page 2

We want to point out that this area is overflowed by aircraft on a regular basis. I have attached drawings from our Part 150 noise study showing aircraft flight tracks around the airport. You can see from the drawings that overflight of the area by arriving, departing and touch-and-go aircraft occurs on a regular, almost continuous, basis and should be expected by businesses of the area.

Finally, it appears that the I-1 zoning will allow almost any kind of industrial activity. Given that the area is only 4,000' from the end of Runway 36 and directly on the extended centerline, we are especially concerned about any development or proposed uses that would generate smoke, steam, dust, create signage or equipment displays or create any other kind of visual obstruction to the runway, including lighting that may disrupt a pilots vision. In a similar vein, any kind of operation that would be attractive to wildlife, especially birds, will be detrimental to our airport. The potential for bird strikes for aircraft arriving or departing would be increased dramatically given the relatively low aircraft altitudes as they pass over the area.

If you have any questions about any of the above, please feel free to give me a call.

Sincerely,

AIRPORT AUTHORITY



Jon L. Large, P.E.
Deputy Director of Engineering

JLL/lb

Attachments

cc: Bill Austin, w/attachments

requirements of this chapter. (Ord. 18408 § 8; August 2, 2004; prior Ord. 17752 §9; October 30, 2000; Ord. 17699 § 9; July 24, 2000; Ord. 13414 §11; June 14, 1982).

Figure 27.58.050 Generalized Use Matrix for Airport Environs Noise District				
Uses Permitted Within Each Noise Contour Level *	Airport Noise Environs District			
	Below 60 DNL	60 to 65 DNL	65 to 70 DNL	70 to 75 DNL
All residential uses (incl. RV parks and campgrounds)	Y	Y [1]	N	N
Educational and religious facilities	Y	Y [1]	N	N
Health and childcare facilities	Y	Y [1]	N	N
Outdoor sport, recreation, entertainment (except for race tracks for motorized vehicles, open space and natural areas, golf courses and trails) and parks facilities.	Y	Y	N	N
Indoor sport, recreation, and entertainment facilities	Y	Y	Y	N
Noise-sensitive manufacturing and communication facilities	Y	Y	Y	N
Cemeteries, mausoleums and undertaking establishments	Y	Y	Y	N
Hotels/ motels	Y	Y	Y	N
Race Tracks for Motorized Vehicles	Y	Y	Y	N
Offices, retail and service businesses, restaurants, eating and drinking establishments	Y	Y [1]	Y [1]	Y [1]
Open space and natural areas	Y	Y	Y	Y
Golf courses and trails	Y	Y	Y	Y
Service stations and repair services	Y	Y	Y	Y
Assembly, processing, manufacturing, refining, mining, storage, transportation, utility, communication and distribution facilities	Y	Y	Y	Y
Farming, livestock, breeding and feeding; plant nurseries	Y	Y	Y	Y
Parking lots	Y	Y	Y	Y
Signs	Y	Y	Y	Y
<p>Notes: Y - Permitted N - Not permitted</p> <p>1. Development is required to incorporate acoustical features as a condition of building permit issuance, as described in Section 27.58.060 of this chapter.</p> <p>* All uses permitted within the Airport Environs Noise District shall be conditioned upon the grant by the property owner of an aviation and noise easement agreement, as described in Section 27.58.080 of this chapter.</p>				

(Ord. 18408 § 4; August 2, 2004).



LEGEND

- | | |
|---|--|
| — Airport Property | ■ Medium Density Residential (15-30 du/acre) |
| --- Municipal Boundaries | ■ High Density Residential (10-14 du/acre) |
| Extra-territorial Jurisdiction | □ Floodplains |
| — Railroad Tracks | ■ Noise Sensitive |
| ▬ Study Area | ● School |
| — Consolidated Arrival Tracks | ● Library |
| — Arrival Sub-Tracks | ▲ Historic Structure |
| — Radar Arrival Flight Tracks | ● Places of Worship |
| ■ Low Density Residential (0-5 du/acre) | |

Source: Base information and Map:
 City of Lincoln Geographic
 Information System, May 2002
 Radar Data, October 7 to 11, 2002
 Coffman Associates Analysis



Lincoln Airport

Exhibit III
 CONSOLIDATED ARRIVAL TRACKS



LEGEND

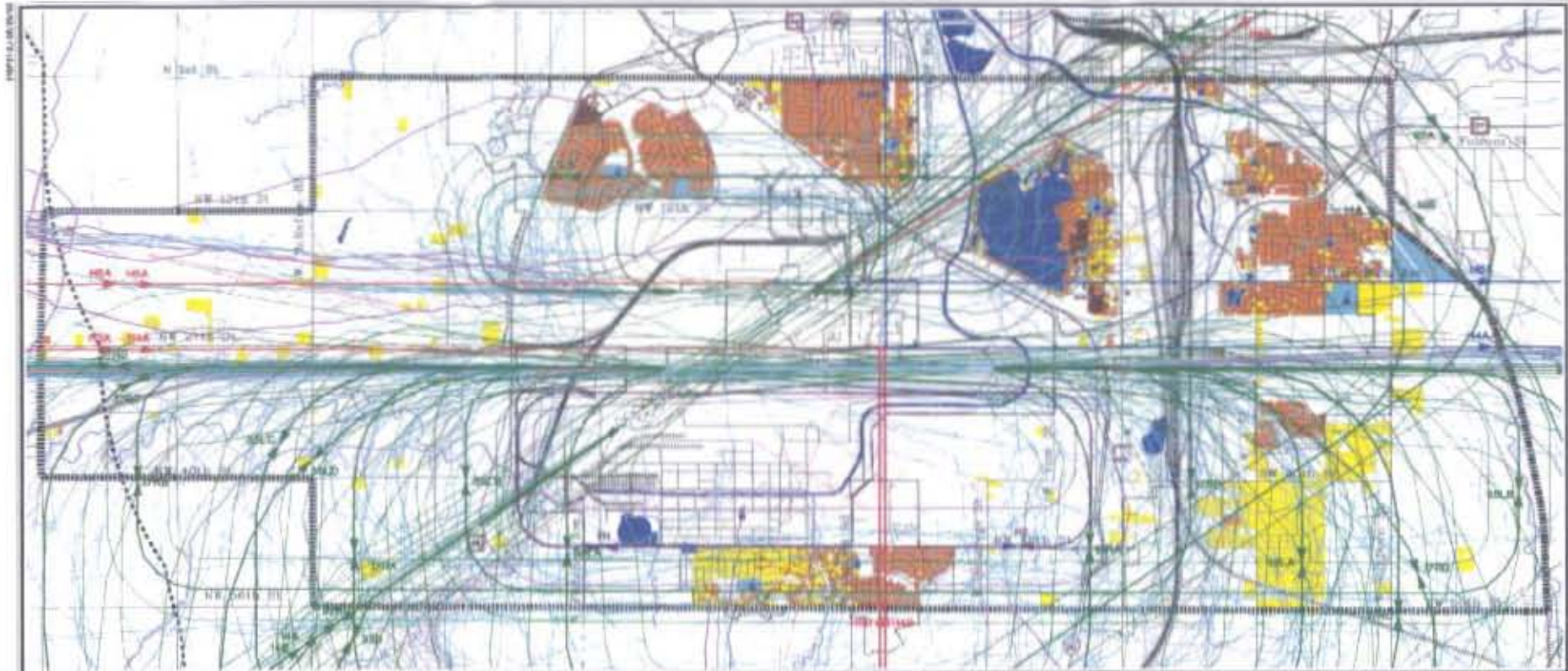
- | | |
|--|---|
| — Airport Property | ■ Medium Density Residential (5.3-30 du/ac) |
| - - - Municipal Boundaries | ■ High Density Residential (30 to du/ac) |
| · · · · · Extra-territorial Jurisdiction | □ Floodplains |
| ⋯ Railroad Tracks | ■ Noise Contours |
| ▭ Study Area | ● School |
| — Consolidated Departure Tracks | ● Library |
| - - - Departure Sub-Tracks | ▲ Historic Structure |
| ⋯ Radar Departure Flight Tracks | ● Place of Worship |
| ■ Low Density Residential (0-5 du/ac) | |

Source: Base information and Map-
City of Lincoln Geographic
Information System, May 2002.
Radar Data, October 7 to 11, 2002.
Coffman Associates Analysis.



Lincoln Airport

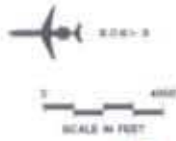
Exhibit 20
CONSOLIDATED DEPARTURE TRACKS



LEGEND

- | | | |
|--|---|---|
| — Airport Property | — Helicopter Arrival Sub-Tracks | ■ Low Density Residential (0-5 du/ac) |
| — Municipal Boundaries | — Radar Helicopter Arrival Flight Tracks | ■ Medium Density Residential (3-10 du/ac) |
| — Extra-territorial Jurisdiction | — Consolidated Helicopter Touch-and-Go Tracks | ■ High Density Residential (10-14 du/ac) |
| — Railroad Tracks | — Helicopter Touch-and-Go Sub-Tracks | □ Floodplains |
| ▭ Study Area | — Radar Helicopter Touch-and-Go Flight Tracks | ■ Noise Sensitive |
| — Helicopter Departure Tracks | — Consolidated Touch-and-Go Tracks | ● School |
| — Helicopter Sub-Tracks | — Touch-and-Go Sub Tracks | ● Library |
| — Radar Helicopter Departure Flight Tracks | — Radar Touch-and-Go Flight Tracks | ▲ Historic Structures |
| — Helicopter Arrival Tracks | | ● Places of Worship |

Source: Base Information and Map-
City of Lincoln Geographic
Information System, May 2002.
Radar Data, October 7 to 11, 2002.
Cuffman Associates Analysis.



Lincoln Airport

Exhibit 2f
TOUCH-AND-GO AND HELICOPTER TRACKS